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Flywheels For Industrial Engines Used With Industrial Power Take-Offs Equipped With Driving-Ring Type Overcenter Clutches and Engine Mounted Marine Gears—SAE J620d

SAE Standard
Last Revised June 1976

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PREPRINT

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FLYWHEELS FOR INDUSTRIAL ENGINES USED WITH INDUSTRIAL POWER TAKE-OFFS EQUIPPED WITH DRIVING-RING TYPE OVERCENTER CLUTCHES AND ENGINE MOUNTED MARINE GEARS—SAE J620d

SAE Standard

Report of Construction and Industrial Machinery Technical Committee and Engine Committee approved January 1953 and last revised by Construction Machinery Technical Committee June 1976.

Scope—This SAE standard defines flywheel configuration for industry standardization, interchangeability, and compatibility.

Table 1 and the figure give the dimensions for the flywheels.

For dimensions of industrial power take-offs with driving-ring type over-center clutches, see SAE J621.

For flywheel dimensions for engine mounted torque converters without front disconnect clutch, see SAE J927.

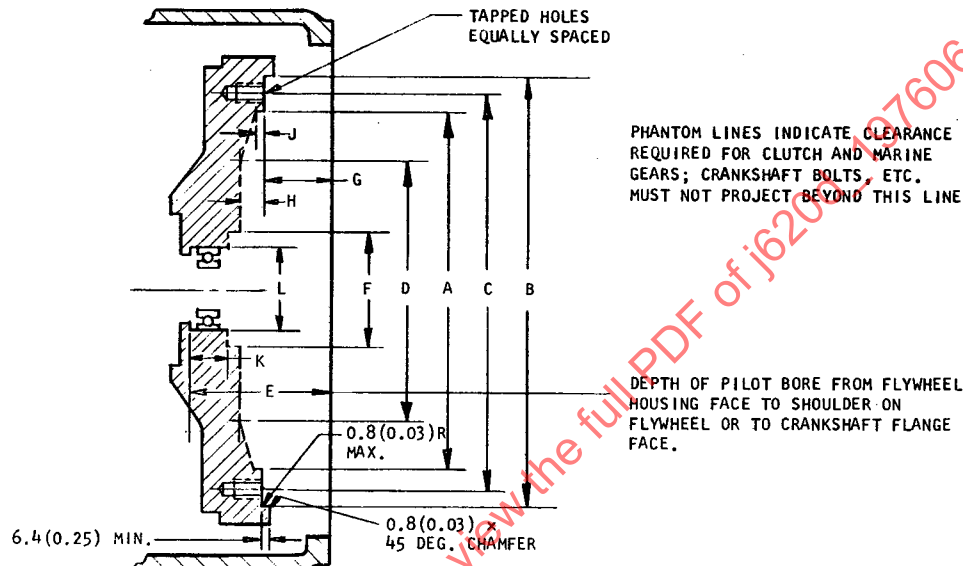


TABLE 1—DIMENSIONS OF FLYWHEELS, mm (in)

Clutch No.	A	B ^{a,b}	C	D	E	F
6 1/2	184.2 (7.25)	215.90 (8.500)	200.02 (7.875)	127.0 (5.00)	71.4 (2.81)	63.5 (2.50)
7 1/2	206.2 (8.12)	241.30 (9.500)	222.25 (8.750)	—	71.4 (2.81)	63.5 (2.50)
8	225.6 (8.88)	263.52 (10.375)	244.48 (9.625)	—	100.1 (3.94)	76.2 (3.00)
10	276.4 (10.88)	314.32 (12.375)	295.28 (11.625)	196.8 (7.75)	100.1 (3.94)	76.2 (3.00)
11 1/2	314.5 (12.38)	352.42 (13.875)	333.38 (13.125)	203.2 (8.00)	100.1 (3.94)	—
14	409.4 (16.12)	466.72 (18.375)	438.15 (17.250)	222.2 (8.75)	100.1 (3.94)	101.6 (4.00)
16	460.2 (18.12)	517.52 (20.375)	488.95 (19.250)	254.0 (10.00)	100.1 (3.94)	104.6 (4.12)
18	498.3 (19.62)	571.50 (22.500)	542.92 (21.375)	—	100.1 (3.94)	104.6 (4.12)
21	584.2 (23.00)	673.10 (26.500)	641.35 (25.250)	—	100.1 (3.94)	146.0 (5.75)
24	644.7 (25.38)	733.42 (28.875)	692.15 (27.250)	—	100.1 (3.94)	146.0 (5.75)

Clutch No.	G	H	J	K ^c	L ^{b,c}	Tapped Holes ^d	
						No.	Size
6 1/2	30.2 (1.19)	12.7 (0.50)	9.7 (0.38)	17.5 (0.69)	52.000 (2.0472)	6	5/16-18
7 1/2	30.2 (1.19)	12.7 (0.50)	12.7 (0.50)	17.5 (0.69)	52.000 (2.0472)	8	5/16-18
8	62.0 (2.44)	12.7 (0.50)	12.7 (0.50)	19.0 (0.75)	62.000 (2.4409)	6	3/8-16
10	53.8 (2.12)	15.7 (0.62)	12.7 (0.50)	28.4 (1.12)	72.000 (2.8346)	8	3/8-16
11 1/2	39.6 (1.56)	28.4 (1.12)	22.4 (0.88)	31.8 (1.25)	72.000 (2.8346)	8	3/8-16
14	25.4 (1.00)	28.4 (1.12)	22.4 (0.88)	38.1 (1.50)	80.000 (3.1496)	8	1/2-13
16	15.7 (0.62)	28.4 (1.12)	22.4 (0.88)	44.4 (1.75)	100.000 (3.9370)	8	1/2-13
18	15.7 (0.62)	31.8 (1.25)	31.8 (1.25)	44.4 (1.75)	100.000 (3.9370)	6	5/8-11
21	0.0 (0.00)	31.8 (1.25)	31.8 (1.25)	57.2 (2.25)	130.000 (5.1181)	12	5/8-11
24	0.0 (0.00)	31.8 (1.25)	31.8 (1.25)	57.2 (2.25)	130.000 (5.1181)	12	3/4-10

NOTE: Suggested tolerances are to be measured on assembled engine; for measuring procedure, see SAE J1033.

^aDiameter tolerance of driving-ring pilot bore 'B' is plus 0.13 (0.005), minus 0.000; maximum eccentricity is 0.13 (0.005) total indicator reading (see footnote b); face runout maximum total indicator reading is 0.0005 times the measured diameter. Diameter tolerance for mating driving ring, etc. pilot diameter is plus 0.000, minus 0.13 (0.005).

^bEccentricity between driving-ring pilot bore 'B' and pilot bearing bore 'L' is not to exceed 0.20 (0.008) total indicator reading.

^c'K' is length of bore for pilot bearing; 'L' is nominal diameter of bearing. Diameter and fit are to suit installation. Maximum eccentricity is 0.13 (0.005) total indicator reading. (See footnote b.)

^dTapped holes shall be threaded in accordance with UNC Class 2B tolerances of ANSI B1.1 screw threads, and the minimum length of thread engagement shall be 1.5 times the nominal diameter.